

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: \*  
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MV ETHAN ALLEN, \*  
LAKE GEORGE, NEW YORK, \*  
OCTOBER 2, 2005 \*  
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Docket No.: DCA 06 MM 001

Interview of: FRANK ANTOS

Fort William Henry Resort and  
Conference Center  
Lake George, NY

Friday,  
October 7, 2005

The above-captioned matter convened, pursuant to  
notice, at 11:10 a.m.

BEFORE: MORGAN TURRELL

## APPEARANCES:

MORGAN TURRELL  
National Transportation Safety Board

SGT. WALTER SCHEDEL  
New York State Park Police

MAURICE ALDRICH  
Warren County Sheriff's Office

SEAN QUIRK  
Shoreline Cruises

I N D E X

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I N T E R V I E W

(11:10 a.m.)

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2  
3 MR. TURRELL: Good morning. It's 11:10 on October 7.  
4 We're at the Fort William Henry Resort investigating the Ethan  
5 Allen accident on October 2. We're with Mr. Frank Antos. My  
6 name is Morgan Turrell, NTSB. And to my right?

7 MR. S. QUIRK: Sean Quirk, Shoreline Cruises.

8 MR. ALDRICH: Investigator Mo Aldrich with the Warren  
9 County Sheriff's.

10 SGT. SCHEDEL: Walter Schedel with the New York State  
11 Park Police.

12 BY MR. TURRELL:

13 Q. And, sir, if you could just introduce yourself.

14 A. Yeah, my name is Frank Antos.

15 Q. And spell that, please.

16 A. A-N-T-O-S.

17 Q. Okay, and what is your occupation, sir?

18 A. Actually, my occupation now is working for Shoreline  
19 as a pilot.

20 Q. Could you just give us a brief biography of your  
21 professional history before working for Shoreline?

22 A. Prior to working for Shoreline -- do you want it all  
23 the way back? How far back do you want to go?

24 Q. Did you go to college?

25 A. Yeah, I went to college. I actually worked as a -- I

1 was a funeral director for many years in New York City and in  
2 the area. And I also, in 1972 I got into the restaurant and  
3 bar business, and until 1995 I operated a deli/lounge in Glens  
4 Falls, New York. In 1995 I came to work at Shoreline, and I've  
5 been working summers since that time.

6 Q. Do you have any employment in the spring and winter?

7 A. No.

8 Q. And what current license do you hold from New York  
9 State for boating?

10 A. Master's license.

11 Q. What year did you get that?

12 A. Let's see. I probably got that in -- I'd say about  
13 seven years ago.

14 Q. Okay. And altogether, you've worked since 1995 --  
15 you've in Lake George about ten years on the lake?

16 A. That's correct.

17 Q. Could you just give us a quick history of your ten  
18 years with Shoreline, just how you started and who hired you?

19 A. Yes. When I -- I was interested in working on the  
20 lake, so I spoke with Mr. Quirk and I put in what you might  
21 call an apprenticeship so to speak. I spent many hours riding  
22 the 40-footers prior to taking a pilot/engineer's test, which I  
23 believe I received in 1995, I believe. And from that point I  
24 worked summers from May through October, and pretty much all of  
25 the work that I do there is on the 40-foot tour boats. I

1 worked on the other boat that we had, which is the Defiance. I  
2 piloted the Defiance evenings during the summer for what we  
3 call the sunset cruise. We kind of -- a couple of times a  
4 week. But pretty much all my work is on the 40-footers, as I  
5 stood. And also -- that would be it.

6 Q. Is there a particular one of the 40-foot boats that  
7 you work on most?

8 A. Probably the De Champlain.

9 Q. On average how many times during the summer or during  
10 the season -- how many times a week do you -- how many trips do  
11 you make per week?

12 A. I could make anywhere from 20 to 30 trips a week.

13 Q. Okay. And how -- when was the last time you operated  
14 the Ethan Allen?

15 A. I piloted the Ethan Allen Friday, the Friday prior  
16 to -- this past Friday, whatever that date was.

17 Q. September 30. Okay. Did you have any difficulties  
18 piloting that boat at all?

19 A. No.

20 Q. How many persons did you have on board?

21 A. I was doing a -- that particular boat is used in a  
22 boating class that we use for the Lake George Association. So  
23 I probably had anywhere from 20 to 25, maybe 20, 22 people,  
24 which would have been middle school children.

25 Q. When you boarded 20 to 25 of the middle school

1 children on the boat, what provisions did you make for  
2 lifejackets?

3 A. What provision? The jackets that were on the boat.  
4 We never used the lifejackets, so to speak, but --

5 Q. Do you recall how many lifejackets are on the boat  
6 for children?

7 A. I believe there's -- I think there's 60, 50 and 10, I  
8 believe, 50 adults and 10 children's PVCs.

9 Q. What are the ages of these middle school children?

10 A. The age?

11 Q. Yes.

12 A. Probably 14, in that neighborhood, 14, 15 possibly.  
13 If it -- I'm just saying it would probably be in the category  
14 of adult.

15 Q. Frank, if you would, just in your own words tell us  
16 from your perspective what happened on October 2, what you saw,  
17 what you did. Just start in the morning when you showed up to  
18 work at the time and try to step us through what you  
19 experienced that day.

20 A. I was -- I'm a marriage officer on the boat and we  
21 did have a wedding on the Horicon. And we were -- we left the  
22 shoreline at 12:00 -- I believe -- yeah, one, two, three. It  
23 was a three-hour cruise. We left at 12 o'clock and we sailed  
24 up the east shore of the lake. And we probably got into the  
25 area around Bolton Landing -- that's kind of like a gauge. It

1 is for me. And that is probably an hour to an hour and 10  
2 minutes away from coming in to the dock. And we were due in at  
3 3 o'clock. Heading south on the lake we -- of course, it was a  
4 beautiful day, as we all know, a very pleasant day. And the  
5 guests on the boat were definitely enjoying themselves, just a  
6 fine day. As we headed south, I would say 15 minutes before we  
7 got into -- before we got into the dock, I passed the -- or we  
8 passed, I should say -- we were heading south and the Ethan  
9 Allen was heading north. I can almost pinpoint where I was,  
10 when I saw the Ethan Allen. I was probably right in the area  
11 of, say, the Village Estates. I'm just -- the Ethan Allen  
12 passed us starboard to starboard. He was heading north, of  
13 course. And as we proceeded south -- I don't really recall  
14 exactly how far south it was at that point, but it was just a  
15 short time, and the Mohican was heading north past us on our  
16 port. We also signaled him with a horn. We did signal the  
17 Ethan Allen with a bell. And we were probably -- we were  
18 probably 10 minutes out of our docking area, moving along  
19 probably 8 knots to get in on time at 3:00.

20 Q. So you were at Village Estates around 14:50. Is that  
21 correct?

22 A. Right around here, yeah. Right in this area here.  
23 Let's see. This is Sunnyside Estates. I'd say it was right in  
24 this area, Village Estates. Let's see, there's Tea Island --  
25 right up in here it was.

1 Q. What's that street? Is there a street in there?

2 A. Vandicar Lane it says here.

3 Q. So we're going to use this chart as a reference, so  
4 we can circulate it around.

5 A. Okay.

6 Q. So then, this road here, you were roughly equal to  
7 that?

8 A. That would be pretty close to where I would recall  
9 seeing it.

10 Q. And you're seeing the Ethan Allen or the Mohican?

11 A. The Ethan Allen

12 Q. The Ethan Allen?

13 A. Right. And then further south --

14 Q. So where did you meet the Mohican at?

15 A. Probably in the area of like Tea Island, just  
16 maybe -- it would have been north of Tea Island.

17 Q. And roughly what time do you think that would be?

18 A. That would have been pretty close to -- probably --  
19 well, we were only about 10 minutes out, 15 -- 10 to 15 minutes  
20 of coming into our dock.

21 Q. Okay, so 14:50, then?

22 A. Right.

23 Q. And so the Ethan Allen would have been how much  
24 before that? What time would you have seen the Ethan Allen,  
25 then, 5 minutes before, 10 minutes before?

1 A. I would say that would be 10 minutes prior.

2 Q. So 14:40, then?

3 A. That would be close enough, in my -- I'm thinking  
4 that was it, because it was -- we were just crawling along at  
5 that point because we wanted to come in on our exact time.  
6 Then we had to go in a little bit extra five minutes down here  
7 to get everything all squared away to come into dock.

8 Q. So when you passed the Ethan Allen what speed do you  
9 estimate you were going?

10 A. We were probably doing around 9.

11 Q. Nine --

12 A. Nine miles an hour, you know, just, really just  
13 rolling (indiscernible).

14 Q. Okay, and when you passed the Mohican you were at the  
15 same speed?

16 A. Same speed.

17 Q. And when you passed the Ethan Allen, how -- when you  
18 were abeam of each other --

19 A. Right.

20 Q. What was the lateral distance between you?

21 A. Let's see. I'd say 40, 50 yards.

22 Q. Okay. And when -- now the Mohican passed you port to  
23 port, is that correct??

24 A. Right.

25 Q. How far off was the Mohican when you passed?

1 A. Probably 60 yards, 70.

2 Q. And when you passed the Mohican and they were 60  
3 yards off of you, how far off the beach were you when you  
4 passed the Mohican?

5 A. At that point probably about 80, I would say, coming  
6 in close to Tea Island in there, maybe a little closer, just --  
7 I'm trying to recall exactly. We do come in a little bit close  
8 when we get down here because it's just to see Tea Island is  
9 kind of a nice thing, you know, get in close to that island.  
10 So we might have been in a little closer than that. But I  
11 guess -- what did I say it was, 40 to 50?

12 Q. Okay, so basically the Ethan Allen -- you passed the  
13 Ethan Allen on your starboard side at 14:40.

14 A. Right.

15 Q. You were traveling about 9 miles per hour.

16 A. Right.

17 Q. And you were 40 to 50 yards apart from the Ethan  
18 Allen?

19 A. Right.

20 Q. How far do you estimate he was offshore at that  
21 point?

22 A. I'd say he was probably -- I don't see the lake. The  
23 lake kind of turns in here. So he was probably -- he was a  
24 good 40 -- 40 yards or 50 yards, I'd say, at that point. I'm  
25 trying to gauge this on a football field.

1 Q. Sure.

2 A. Forty yards, probably, because we do come in close  
3 with those boats. We try and get the cruises, the Shoreline  
4 Cruises, and we -- then the lake, this does turn in heading  
5 north. See, it does kind of head north over toward the west a  
6 little bit. And then she narrows, of course, as you know.

7 Q. Okay. So after you passed the Mohican at 10 minutes  
8 till --

9 A. Right.

10 Q. You were just off of Tea Island?

11 A. That's right.

12 Q. Somewhere in here?

13 A. Right in that neighborhood.

14 Q. And can you estimate how fast the Mohican was  
15 traveling at that point?

16 A. That would be hard for me to estimate how fast that  
17 boat goes.

18 Q. Okay. You were traveling at 9 miles per hour, right?

19 A. Right. I know that we -- I know we experienced a  
20 wake when we went by her.

21 Q. Okay, so perhaps you could just describe the wake.  
22 Did you guys get a look at the boat and see what kind of bow  
23 wake it was creating?

24 A. I've experienced that boat many, many hundreds of  
25 times on the lake and the wake is kind of lean, in that it's --

1 it does throw a front and rear wake. There's really two wakes  
2 to it. It's kind of a -- outside of the 5 mile an hour zone,  
3 which runs as you're familiar with, I think -- I know that that  
4 that boat comes outside the 5 mile an hour zone about  
5 possibly -- it all depends on which way he comes out, but it --  
6 he usually, you know, winds it right up to get up to wherever  
7 he's going. But at any rate, it's a wake we're all accustomed  
8 to, that I'm aware of, because I know the times that the boat  
9 is out there, and I kind of like to experience -- I know where  
10 he is all the time, because it's one of the larger wakes on the  
11 lake.

12 Q. Sure.

13 A. The other lakes -- some of the other boats that are  
14 on the lake are just -- if you get big cruisers, sometimes big  
15 cruisers with twin AIs, or something like that, can give you a  
16 good -- when they past sometimes they do come in a little  
17 close. But I try to turn into pretty much all of them. But  
18 that was my experience on that particular day.

19 Q. So you tied the boat off just a little after 3:00, 3  
20 o'clock?

21 A. That's correct.

22 Q. And what did you -- what happened then?

23 A. That's when someone mentioned that the Ethan Allen  
24 was taking on water, and I saw Mr. Quirk leave. And one of the  
25 other captains, the captain that was on the Horicon, and I and

1 Mrs. Quirk and some other gentleman that works in the  
2 restaurant got on our parasail raft and took some rings, ring  
3 buoys, and headed north to the accident site.

4 Q. Okay, and when you got there, what did you see?

5 A. Actually, we got -- when we did get there we saw  
6 divers in the water, of course. The boat -- the Ethan Allen  
7 wasn't visible, a lot of private boats in the area. Pretty  
8 easy to identify where the boat had gone down, because the  
9 divers were surrounding that particular area. And we were  
10 there for 15, 20 minutes or so with the parasail raft, because  
11 someone had mentioned that there were people in the water. And  
12 were assuming that it might be a good type of rescue vessel  
13 because of its size, but unfortunately we pretty much -- there  
14 wasn't anyone visible in the water. At that point I did see  
15 Mr. Quirk, who had the -- a pontoon boat, and then I spoke with  
16 Captain Paris, who was on that boat.

17 Q. Okay, so can you tell me roughly what time you  
18 arrived at the accident site?

19 A. Probably 3:25 or 3:30, in that neighborhood, by the  
20 time we got out there with the parasail raft. It could have  
21 been a little later, but I kind of lost track of the hour --  
22 the hours there.

23 Q. Do you recall who mentioned to you the Ethan Allen  
24 was taking on water?

25 A. Someone received a telephone call that come into our

1 boat booth, and I believe that one of the personnel that either  
2 sells tickets or something directed that to -- directed that  
3 information. They happened to be standing next to Mr. Quirk.

4 Q. Okay. Now when you arrived at the accident site you  
5 saw divers. Did you see any life preservers in the water?

6 A. Yes.

7 Q. Did you recognize those to be any of the Ethan  
8 Allen's?

9 A. Yes.

10 Q. Can you give me just a rough estimate of how many you  
11 saw?

12 A. Oh, probably it could be a half a dozen or a dozen.  
13 They were kind of like all over the place when I noticed them.  
14 We did bring some back. We brought the hatch, the engine hatch  
15 from the Ethan Allen along with some lifejackets to the --

16 Q. The engine hatch, did that float? Was that some sort  
17 of --

18 A. We didn't retrieve it. I believe someone else did.  
19 I believe Dennis Quirk retrieved it. He was in a power boat  
20 and he brought it over and put it on our -- on the parasail  
21 raft at that point.

22 Q. Okay. And the person that piloted the Horicon that  
23 day with you?

24 A. Jim Young.

25 Q. Now you said you operated the Ethan Allen on Friday.

1 Can you tell us what route you took on that particular cruise?

2 This is the middle school children, I believe.

3 A. What I do is, I leave -- I leave the Shoreline at  
4 approximately -- well, 7:00, 7:30 in the morning, and I take  
5 the boat up to Bolton Landing. When I get up to Bolton  
6 Landing, I bring the boat into the beach. There are docks here  
7 at Rogers Park, right here. At that point I pick up students  
8 and we go out on the lake and perform some of the water  
9 studies, plankton and (indiscernible) readings and stuff like  
10 that. We return them. We bring out another group around  
11 11:30, and bring them back in usually around 2:00. And then I  
12 bring the boat back. We used it pretty much exclusively for  
13 the last week-and-a-half that we were doing these classes once  
14 the children went back to school. That's when the Lake George  
15 Association schedules these --

16 Q. These are groups of 20, 25 students?

17 A. They come from different schools, right, different  
18 schools in the area, White Hawk, Lake George, Town of  
19 Queensbury School, Fort Ann, all the little villages and cities  
20 and whatever. It's an education of -- trying to give the kids  
21 an idea of what the lake is about, that's that idea. But  
22 piloting the boat, that's the route that I followed many, many,  
23 many times doing these classes over the last many, many years.

24 Q. And that group there, so they have a student and  
25 yourself and a teacher that goes with them?

1           A.    They have a teacher, and the Lake George Association  
2 also has a -- the teacher is usually the -- one or two  
3 teachers, I should say, that would be from the school and  
4 then one person who directs these experiments for the Lake  
5 George Association, right.

6           Q.    And is there another Shoreline employee with you on  
7 these cruises?

8           A.    No.

9           Q.    Okay. Now on the normal Shoreline Cruises, not the  
10 student groups but the normal 40-foot Shoreline excursion, when  
11 is the last time you used the Ethan Allen for one of those, the  
12 normal -- up the west side or --

13          A.    Probably the week prior to that.

14          Q.    Okay.

15          A.    Probably -- it probably was -- let's see, when do the  
16 kids go back to school, probably the week -- that week or the  
17 week before. Because we kind of take whichever boat comes --  
18 whichever boat is there is the boat we take.

19          Q.    Sure.

20          A.    Because if one guy leaves early, he docks the other  
21 boat, and then whichever comes in -- excuse me.

22          Q.    Have you recently had the opportunity to carry over  
23 40 passengers on the Ethan Allen in the last, say, two or three  
24 wks?

25          A.    Yes.

1 Q. Okay. Did you have a crew member with you, another  
2 Shoreline employee?

3 A. Actually, it was -- I did carry 40 to 45 people, I  
4 believe, and it was last week on a charter. It was a bus  
5 charter. And I had captain Don Smith accompany me on the trip.

6 Q. Okay. And so that was a bus charter. How many times  
7 during the summer have you taken one of the 40-footers with one  
8 of these large bus charters?

9 A. Let's see. That would be hard to say -- probably --  
10 we didn't have that many bus tours during the summertime --  
11 probably maybe a half a dozen times.

12 Q. Okay. Now when you operate the 40-footer with one of  
13 these larger, you know, bus tour groups, have you noticed any  
14 difference in their handling characteristics or maneuvering  
15 characteristics?

16 A. I haven't noticed anything different. Well, I  
17 noticed that getting up to speed -- and it's not that fast --  
18 it must take a little bit longer. But the Ethan Allen has --  
19 the engine always seemed to run -- although it's noisy, it  
20 seems to have a little bit more get up and go, so to speak, and  
21 it's kind of an easier boat to get on, I'd say, up to speed.  
22 Because we do this in an hour and we usually -- we try and get  
23 in everything we can in our scenic cruise within an hour.  
24 So -- but it's -- I never found anything -- unless the weather  
25 is bad, you know. Then, of course, you just drop back on your

1 power, and it's a judgment call at that point.

2 Q. Is there a weather policy at Shoreline that tells  
3 you, the captain, when you can take the boat out and when you  
4 cannot take the boat out, like some sort of "we will not  
5 operate during lightening, we will not operate during certain  
6 wind speeds"? Is there a finite policy at Shoreline about  
7 that?

8 A. I believe that any time that the weather has been,  
9 well, threatening -- lightening, we won't go out. I won't go  
10 out in lightening, of course, and no one else will. And in the  
11 event of bad weather, when we can tell at the dock, we usually  
12 just cancel.

13 Q. How many times do you think you've cancelled a cruise  
14 this summer due to weather?

15 A. I don't recall that I was cancelled at all this  
16 summer.

17 Q. Do you recall being cancelled -- just give an example  
18 of one case where you may have -- this is more related to other  
19 accidents that I'm investigating with interest in small boats  
20 in general. That's why I'm asking you. I know it's not in  
21 this case.

22 A. Well, I've experienced canceling when you can just  
23 about try and get on the boat, you know, when we have to cross-  
24 tie them, that's definitely not going to be able to go out on  
25 the lake.

1 Q. Okay.

2 A. It's kind of a judgment situation there, I guess.

3 Q. When you have say more than 40 passengers on one of  
4 this 40-foot boats, have you noticed any difficulty turning the  
5 boat?

6 A. No.

7 Q. Does the boat turn differently with that many persons  
8 on board?

9 A. I don't believe it does. I don't make sharp turns.  
10 I personally -- I do loops kind of, so that it's not really a  
11 big -- there really isn't anyplace where you'd have to make any  
12 sharp turns, of course.

13 Q. Just out of curiosity, why won't you make sharp turns  
14 with that many persons on board?

15 A. I probably wouldn't make sharp turns with only two  
16 people on the boat.

17 Q. Fair enough. Okay, so are you familiar with the area  
18 where the Ethan Allen turned over?

19 A. Yes.

20 Q. Have you ever experienced a wake in that vicinity?

21 A. I've experienced wakes in the vicinity anywhere from  
22 here right up into Green Harbor.

23 Q. Is that area particularly more prone to wakes in your  
24 experience than other areas that you operate?

25 A. Not really.

1 Q. Okay.

2 A. I have to say that I'm specifically referring to one  
3 boat when I say the wake. Because when I leave dock the same  
4 time another larger boat does, then I know what I've got -- I  
5 know what I have to do to handle that particular situation.  
6 Now any other time that -- anywhere on the lake, I'm always  
7 looking for larger boats or whatever else. But, yes, I've  
8 experienced -- to be general about it, I guess I could say I've  
9 experienced heavy wakes all over the lake.

10 Q. All over the lake, okay.

11 A. Yes.

12 Q. And in particular, which boats on the lake create  
13 wakes, in your experience, which you need to be cautious about  
14 as an operator?

15 A. Well, the larger passenger boats do and, say, the --  
16 you have 35 -- or 28 to 35-foot cruisers with twins on them,  
17 and they'll definitely create a good wave. The performance  
18 boats don't seem to create a bigger wake, because they probably  
19 don't have anything in the water, just the props.

20 Q. Sure.

21 A. But the larger you might classify yachts or whatever  
22 would be prone to give you a wake.

23 Q. Okay.

24 A. And of course, when the water -- in the summertime  
25 you have a lot of boat traffic. You have water coming from

1 every angle. And all of the water, the bad water is created by  
2 the boat traffic.

3 Q. Okay.

4 A. You have a very still lake and there's holes in the  
5 lake all over the place.

6 Q. So when you experience a wake on a 40-foot boat like  
7 the Ethan Allen, you, as the operator, what type of precaution  
8 do you take or what's -- you say you're very aware of --

9 A. If I see something, I slow the boat down. I  
10 automatically slow the boat down and I turn into the wake.

11 Q. How often does this occurs in your experience,  
12 slowing the boat down and turning into the wake? How often do  
13 you -- You know (indiscernible) the question to say, is this a  
14 common phenomenon, slowing down and turning into the wake?

15 A. Again, it all depends on -- you might not do it all  
16 week and then all of a sudden you have a beautiful Saturday and  
17 Sunday and you get everybody out enjoying the lake in the  
18 summer, and so you're more aware of it.

19 Q. Okay.

20 A. That's one of the precautions that I always give the  
21 passengers, that they should enjoy their ride from a seated  
22 position.

23 Q. When the passengers board, do you give them any  
24 instructions in particular?

25 A. I always have the boat balanced the best I can. I

1 put some of the people on the right and on the left, and then I  
2 balance the boat. Because it's a lot easier for the pilot, of  
3 course.

4 Q. Sure.

5 A. And it's nicer for everybody on the boat to be able  
6 to -- you know, rather than being like this --

7 Q. Right.

8 A. -- at an angle. So it is -- and that's -- sometimes,  
9 you know, you will get people who get up and take pictures and  
10 whatever. That's just something that's natural, but nothing  
11 that I've ever had a problem with.

12 Q. So any other instructions you give them besides  
13 balancing the boat out and asking them to keep seated if  
14 possible? Any other instructions to the passengers?

15 A. I usually just to -- when I leave the dock, I give a  
16 warning that not to -- there's no smoking allowed. I also tell  
17 them they can eat or beverages, enjoy their beverages, or  
18 whatever they have on the boat. I also mention that they  
19 should remain in a seated position. I like to give them  
20 position. I give them an idea of where they are on the lake.  
21 I define the west shore and the east shore in a little  
22 dissertation that I have. And I also give them wind direction  
23 so that they -- if we have a north wind, they know they're  
24 going into a north wind and it might be a little breezy on the  
25 way out, but the other half of the ride will be smoother so to

1 speak. That's just something I do.

2 Q. Now when the boat has one of these large tour groups  
3 and you're taking one of these 40-foot boats out, what's the  
4 normal condition? Is it down by the head, down by the stern.  
5 If it's properly loaded, like you say, what's the aspect of the  
6 boat on two planes?

7 A. Well, from where the pilot sits, from that point  
8 it's -- I don't really see any real difference in -- it doesn't  
9 act like it's top heavy or -- it doesn't go forward. It  
10 doesn't go back. It's kind of -- the boat just goes down to,  
11 say, the waterline, wherever it is.

12 Q. Okay, so you would say there's parallel sinkage as  
13 opposed to going down in the bow?

14 A. That's right.

15 Q. Do you know any tendency in particular with the Ethan  
16 Allen to take on a list with a full load of passengers?

17 A. I never have noticed that.

18 Q. Okay. And when you're operating with a full load of  
19 passengers, you say you avoid sharp turns. When you do  
20 experience a wake from either one of the speedboats or from the  
21 Mohican, you said that you slow down and you turn into the  
22 wake. So you get perpendicular?

23 A. Try to, yes.

24 MR. TURRELL: I'll let Walt do some questions here.

25 BY SGT. SCHEDEL:

1 Q. Okay, Frank, you said you primarily pilot the 40-foot  
2 boats?

3 A. That's correct.

4 Q. Okay. Out of the three 40-foot boats do you have a  
5 favorite that you like to pilot more than the others?

6 A. Probably the De Champlain.

7 Q. Why would that be your favorite?

8 A. Well, it has a newer engine and it's quiet. And by a  
9 newer engine, I'm not saying there's anything wrong with the  
10 other engines. Quiet is the reason.

11 Q. Yeah.

12 A. It just -- you don't hear it.

13 Q. Does it handle any differently than the other two?

14 A. Not really. Well, it does handle a little bit  
15 differently in docking. The Ethan Allen has a -- I'm trying to  
16 remember now which way it goes. Two of them go this way and  
17 one goes this way, or two go this way and one goes this way.  
18 So that when you bring the Ethan Allen into dock, you know, if  
19 you put it in reverse and turn in, it just has a little  
20 tendency to move away, but that's no problem. Those are the  
21 only two things that are different about the boats.

22 Q. Okay, the next question is going to be a little bit  
23 about -- when you go out in the water with the groups, who do  
24 you normally take with you? You said you've done some of these  
25 larger tour groups?

1 A. Usually -- you mean the group with --

2 Q. Yeah, to assist you with the group.

3 A. To assist? Well, if there's someone available, we'll  
4 take whoever might be available on the dock.

5 Q. Okay. At what point do you start looking for that  
6 extra person aboard the boat? How many passengers?

7 A. Well, we usually know how many are going on the boat.

8 Q. Well, yeah -- is there a certain number, when you hit  
9 a certain number you know you've got to have a crewman aboard?

10 A. I know that there has to be someone that's -- there  
11 should be someone on the boat. I understand that there's  
12 supposed to be someone on the boat.

13 Q. Is it general practice to have somebody on the boat  
14 besides yourself?

15 A. There sometimes -- I don't want to say -- general  
16 practice is that we should have somebody, yes. It's general  
17 practice that we always have somebody there. It's not  
18 always -- somebody is maybe not always ready to be able to go  
19 out.

20 Q. And you do have somebody available to go out, what's  
21 your interpretation of what their function is?

22 A. Their function probably would be just -- I've always  
23 gave them the impression -- I've always been under the  
24 impression that when you have a lot of people it might be a  
25 little bit easier to have somebody on the boat when you're

1 casting off and returning.

2 Q. You basically don't have a function when you're  
3 underway?

4 A. Not underway, no. You just have to sit.

5 Q. Okay, you began in 1995, I think you said, right?

6 A. Yes.

7 Q. In 1995 did all three of those boats already have the  
8 hardtops on them, when you began, or was that after the fact?

9 A. They were there in '95.

10 SGT. SCHEDEL: Okay, thank you. That's about all  
11 I've got here.

12 BY MR. TURRELL:

13 Q. Okay, Frank, who is in charge? Who do you answer to  
14 as (indiscernible)? Who is your direct contact at management?

15 A. Mr. Quirk.

16 Q. Mr. Quirk. And he's -- would you say he's a hands-  
17 on, day-to-day or --

18 A. Yes.

19 Q. Is there anyone else -- if you can't talk to Jim  
20 Quirk, is there someone else you would talk to in his place?

21 A. Yes. I would talk to Sean. I would talk to Matt,  
22 some member of -- there's usually -- not many times that  
23 Mr. Quirk isn't on the premises.

24 Q. And can you describe the safety and lifesaving  
25 equipment on board the 40-foot boats, just a rough list?

1           A.    Safety equipment, well, we're equipped with fire  
2 extinguishers, flares, and we're equipped with 50 lifejackets.  
3 And I guess that's about it -- with lines and also a flotation  
4 ring.

5           Q.    Ring buoy.

6           A.    A ring buoy, right.

7           Q.    Okay, and when you start to operate a boat in the  
8 morning or when you first get onboard, what type of maintenance  
9 check do you perform?

10          A.    We do -- usually the first captain in does the --  
11 checks out the boats, and that would be the oil and radiator,  
12 check the bilge to make sure there isn't any water in the  
13 bilge, run the boat to make sure that the water pump and powers  
14 are operating. And that would be probably -- and the  
15 transmission.

16          Q.    Okay.

17          A.    And gas, excuse me, gas.

18          Q.    Okay, and the bilge pumps, how many bilge pumps are  
19 on those boats; do you recall?

20          A.    I don't know.

21          Q.    You know there are -- there is a bilge pump onboard,  
22 to your knowledge?

23          A.    We don't have an operating bilge, so to speak. I  
24 mean I'm thinking of bilge on that boat. We don't pump. We  
25 pump out.

1 Q. You always pump into a (indiscernible)?

2 A. Right. There is a pump. I'm not saying there isn't  
3 a pump, but we don't operate the pump from where we are.

4 Q. On Friday when you went aboard the Ethan Allen, did  
5 you have a chance to do this particular check? This is the  
6 last time, I guess, you were on the Ethan Allen. Is that  
7 right?

8 A. Yes.

9 Q. Did you perform these checks?

10 A. Yes.

11 Q. Did you notice any water in the bilge?

12 A. No.

13 Q. Did you notice anything out of place in the bilge,  
14 like balance weights or anything of that nature?

15 A. No.

16 MR. TURRELL: Okay, I'll go ahead and let Sean ask  
17 some questions. Sean.

18 BY MR. S. QUIRK:

19 Q. I have a couple. Sean Quick, Shoreline Cruises.  
20 Frank, when you were doing the wedding on the Horicon on  
21 Sunday --

22 A. Right.

23 Q. Were you in the pilothouse at all?

24 A. Yeah. I spent most of the time in the pilothouse.

25 Q. Most of the time in the pilothouse?

1 A. Mm-hmm.

2 Q. Especially on your return trip from Bolton Landing?

3 A. Right.

4 Q. When you -- in this area particularly of -- let's  
5 just say from Canoe Island to the rest of the way down, could  
6 you describe the conditions of the lake?

7 A. Well, the lake was very -- there was probably --  
8 probably one of the nicest days you could spend on the lake.  
9 There wasn't any -- it was a bright day, sunny day, and the  
10 water was calm.

11 Q. Okay. And from this -- say Canoe Island to the home  
12 base, the amount of boat traffic, did you notice any boats, a  
13 lot of boats?

14 A. It wasn't as heavy, I don't believe, as I  
15 anticipated. I just think somewhere along the ride I  
16 noticed -- it may even have been up through this area, that I  
17 didn't see as many boats as I thought I would see because of  
18 the day, you know, because of being such a nice day. I've seen  
19 a heck of a lot more boat traffic out there.

20 Q. Than you've seen in the past?

21 A. Right.

22 Q. Okay, and then you were saying that you passed the  
23 Mohican port to port, I believe, right?

24 A. Mm-hmm.

25 Q. Off of Tea Island?

1 A. Right in that neighborhood, right.

2 Q. How did its wake -- how did the Horicon take the  
3 wake?

4 A. We knew that it was there. You know, we experienced  
5 the wake on the Horicon.

6 Q. From a normal wake?

7 A. From that boat, pretty close, yes.

8 Q. And one other question, when you passed the Ethan  
9 Allen -- I forget where you said.

10 A. Right up in this area. I'm trying to think of who  
11 lives there.

12 Q. We're down here, right?

13 A. Oh, yeah, we're down here. You know where Dr. Serlin  
14 (phonetic) is. Dr. Serlin is like right in this area.

15 MR. TURRELL: Try not to give his home address out.

16 MR. ANTOS: He was south of that. He was south of  
17 Serlin. It had to be right around -- what do they call that  
18 castle?

19 BY MR. S. QUIRK:

20 Q. (Indiscernible) Serlin's own that one big mansion?

21 A. Serlin is the old Holiday House. But he was -- Dick  
22 was down here more. He was down towards this, where I said  
23 earlier, yeah. He was farther south than the -- I think  
24 there's an old place that we used to call The Porches. You  
25 know that real old house that the opera company owned at one

1 time, that was -- I believe that was --

2 Q. The Rockledge?

3 A. No, it was past Rockledge, you know, up north of  
4 Rockledge.

5 Q. My question was, when you did notice the Ethan Allen,  
6 did you notice it riding to a list? Was it listing to one  
7 side?

8 A. No.

9 Q. Did it bow down? Did you notice anything?

10 A. I didn't notice any difference in the configuration,  
11 just looking at it from above. I was right alongside.

12 Q. Okay.

13 MR. TURRELL: What are you talking about?

14 MR. ANTOS: The Ethan Allen.

15 BY MR. TURRELL:

16 Q. The Ethan Allen. You didn't notice them down by the  
17 head or anything?

18 A. No.

19 BY MR. S. QUIRK:

20 Q. And then would you have been obstructing, say, the  
21 Mohican's captain's view of the Ethan Allen or would you have,  
22 you know --

23 A. He would have been farther south before.

24 Q. And to the best of your knowledge, the captain of the  
25 Mohican should have been in good view of the Ethan Allen?

1           A.     Should have been able to see it, right. We signal.  
2 We were horn to horn there, and he would not have missed  
3 that -- seeing that boat. I'm trying to think if the sun would  
4 have been any effect on him.

5           MR. S. QUIRK: I believe that's about it, Frank.  
6 Thank you.

7           BY MR. TURRELL:

8           Q.     I guess I want to ask you a little more personal or  
9 (indiscernible) type questions. You are a captain for  
10 Shoreline, so we try to take the opportunity to find out -- can  
11 you give me an idea of how much sleep you get per night?

12          A.     Let's see, I'm in bed by 9:30. So I usually sleep  
13 until -- it all depends on what I have to do in the morning.  
14 Sometimes, 9:00 to 9:00.

15          Q.     You're in bed that whole time. Are you sleeping that  
16 whole time?

17          A.     If I turn the ball game on and it's lights out, I  
18 can't hang in.

19          Q.     So you get more than eight hours sleep per night?

20          A.     Yes.

21          Q.     Would you consider it to be good quality sleep?

22          A.     I'm sorry?

23          Q.     Would you consider it to be good quality sleep?

24          A.     I got to bed and wake up 3 o'clock, hit the head and  
25 go back to sleep.

1 Q. So there's no difficulty in sleep?

2 A. No.

3 Q. Any prescription medications?

4 A. I take one prescription drug, which is a --

5 Q. Just for the general condition. I don't need the  
6 name.

7 A. It's a pill that I take. It's for gout, so that I  
8 don't, you know, need any prurient or stuff like that. That's  
9 the only medication that I take.

10 Q. Okay. Any history of alcoholism or drug use?

11 A. No.

12 Q. How much caffeine do you --

13 A. None.

14 Q. How often do you get a physical?

15 A. Probably once a year.

16 Q. When was the last physical you took; do you recall?

17 A. Probably -- let's see. I had to go in to the  
18 doctor -- oh, dear, probably nine months ago.

19 Q. And how would you describe your general physical  
20 condition?

21 A. I think pretty good, outside of the old aches and  
22 pains.

23 Q. And eyesight?

24 A. Eyesight is fine.

25 Q. Corrected to 20/20?

1 A. 20/20.

2 Q. Okay. And do you recall -- I think you said when  
3 your license was issued. Is that right?

4 A. In that time, yeah. I'm pretty sure it was '95.

5 Q. Are there any recurring requirements for New York  
6 State to keep that license current?

7 A. Other than the first exam that I took, and then  
8 getting the master's certification, I haven't had any updates  
9 that I had to take, any tests.

10 Q. Okay, the last question I have, does Shoreline have  
11 any training requirements, I mean formalized training,  
12 (indiscernible) training or CPR or first aid, or anything like  
13 that?

14 A. I believe we comply with whatever the state mandates.

15 Q. What provisions does Shoreline have for any sort of  
16 medical emergency for passengers? Are you aware of any?

17 A. I think outside of -- well, on the 40-foot boats we  
18 don't have any really -- other than possibly a first aid kit or  
19 something of that nature. On the other boats there's -- I  
20 can't answer that for any other boats, really.

21 MR. TURRELL: Okay, any other questions, Walt?

22 SGT. SCHEDEL: No.

23 MR. TURRELL: Sean?

24 MR. S. QUIRK: No questions.

25 MR. TURRELL: All right, if you just acknowledge that

1 this has been recorded, and I'll end the interview.

2 MR. ANTOS: I'm sorry?

3 MR. TURRELL: If you would acknowledge that this was  
4 recorded.

5 MR. ANTOS: Okay, I acknowledge that it's recorded.

6 MR. TURRELL: Thanks very much.

7 (Whereupon, the interview in the above-entitled  
8 matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:            Investigation of MV Ethan Allen  
                                 Lake George, New York  
                                 October 2, 2005  
                                 Interview of Frank Antos

DOCKET NUMBER:            DCA 06 MM 001

PLACE:                        Lake George, New York

DATE:                         October 7, 2005

was held according to the record, and that this is the original, complete, true and accurate transcript which has been compared to the recording accomplished at the hearing.

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Phyllis Jarvis  
Transcriber